

CLASSIFICATION SECRET

COUNTRY East Germany

REPORT

TOPIC Merseburg Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED DATE PREPARED 5 November 1954

REFERENCES

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PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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This is UNEVALUATED Information

1. The following observations were made at Merseburg airfield between 20 September and 6 October 1954:

20 September. At 0826, 2 MiG-15s or U-MiG-15s took off heading northeast. Another element of 2 jet fighters took off at 1115. No aircraft were seen returning to the field.

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21 September. Between 0810 and 0900, individual jet fighters made local flights.

22 September. No air activity was observed at the field.

23 September. Between 0905 and 1720, local flying was practiced by jet fighters. A total of 5 MiG-15s or U-MiG-15s were seen circling over the field at the same time.

24 September. Between 1100 and 1500, 7 or 8 jet fighters made local individual flights. Between 1925 and 2300, local flying continued. Each local flight lasted 3 to 5 minutes.

25 and 26 September. No air activity was observed. On 26 September, 17 jet fighters were counted on the landing field.

27 September. At 1330 and 1333, a MiG-15 or U-MiG-15 took off. The aircraft flew individually heading east. One jet fighter coming from the east landed at 1400; another jet fighter coming from the same direction landed at 1405. No more flights were made during the rest of the day.

28 September to 2 October. No air activity was observed at the field.

3 October. A Po-2 coming from the southeast landed at about 0900 and took off at 1000 heading northeast. The aircraft had no number. No more flights were observed. Fifteen MiG-15s or U-MiG-15s were counted on the landing field. Of these aircraft, 4 with auxiliary fuel tanks were parked on the dispersal area at the eastern end of the runway, 2 groups of 4 each were seen between the southern hangars, and 3 between the southwestern hangars in a curve obstructed by a board wall against view from the south.

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4 October. A Po-2 landed at 0900 and took off again at about 1000.

5 and 6 October. No air activity was observed at the field. ¹
The previously assumed occupation strength, at least with regard to flying and maintenance personnel, was apparently reduced since considerably weaker truck traffic than previously was observed and the number of EM and officers going on furlough has recently been considerably decreased. The departure of majors units, however, was not observed during the covered period.

An ethnic German stated that Colonel Patkov (fnu) (phonetic spelling) was the commanding officer of the air unit at the field. ²

2. The following observations were made in regard to radio and radar installations:

The installation around the Kniferest-type radar set in the southeastern section of the field, that is the umbrella-type antenna, 2 masts each with some disks, and 3 or 4 radio trucks, which had been observed for the last time on 29 September, were removed. Only the Kniferest-type set was still at its previous location. The umbrella-type antenna north of the large eastern hangar, which had been observed for the last time on 27 September, was also removed. It had repeatedly been installed and dismantled during the last period. On 27 September, it was noticed that the mast was only half as long as previously.

A mast about 15 meters high with an umbrella-type antenna was located in the northwestern corner of Meuscha firing range which was formed by the traverse and the western wall. The mast was braced at 3 points by 4 guy wires each. Between the traverse and the road running north of the traverse were 3 temporary buildings for quartering purposes and between the road and the last temporary building was another 15-meter-high mast which was braced at 3 points by 4 guy wires each. ³

3. The truck with the red flashing light, which transmitted identification signal "MS", was seen in 50 meters east of its former location. A pit with a sloping entrance was being excavated. At the same time, 2 small earth bunkers supported by beams were being established. ⁴

4. No AA guns were seen in the AA gun emplacement.

5. During September, a train of 5 railroad tank cars arrived at the field on the spur track.

6. Vehicular traffic at the field involved trucks [redacted]

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The latter truck daily hauled the mail from the railroad station. Truck [redacted] which was a van-like truck with white Cyrillic letters on its side wall, daily hauled the milk from the dairy. On 6 October, a new radio truck [redacted] and [redacted] were seen at the field. The radio truck had repeatedly been observed in the factory area of the VEB IFA, a plate working factory in Leipzig-Plagwitz.

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1. Comment. It is believed that Merseburg airfield is occupied by a fighter division headquarters and a fighter regiment. The aircraft of this fighter regiment were observed at Dessau airfield between 27 September and 5 October 1954 in connection with the fall maneuvers of army units.

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2. Comment. Colonel Petkov (phonetic spelling) is reported for the first time.

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3. Comment. The removal of the radio installations is probably due to the transfer of the jet fighters from Merseburg to Dessau. The installation of an umbrella-type antenna was reported from Dessau on 28 September. [redacted] The radio installation at the Meuscha target range was reported previously. [redacted]

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4.  Comment. The night recognition-signal transmitting the red Morse code letters "MS" was previously reported from Merseburg airfield.  A red flash-signal was also observed at Dessau airfield during the period when the fighter regiment from Merseburg was temporarily stationed there.

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